

Vol. XLIII. No. 7300.

號五月正年七十八百八千一英

H. H. WINN.

Notices of Firms.

NOTICE.

DR. R. H. KIMBALL will Take Chard of my DENTAL PRACTICE

NOTIOE

MHE Undersigned will ENTER into

1887, as SHARE and GENERAL BROKERS

under the Style or Firm of 'HUGHES &

Intimations.

NOTICE.

HOR the Convenience of Customers, the

REFINING COMPANY, LIMITED,' can hence-

forward be obtained by RETAIL, FOR

CASH, at No. 3, PEEL STREET, at the same

prices as at the REFINERY; or Retail

Orders will be delivered at addresses in

town on applicants forwarding their Monthly

Requirements in writing direct to the

NOTICE.

COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are

their arrival in this Harbour, NONE of

hand, Orders for REPAIRS if sent to the

HEAD OFFICE, No. 14, Praya Central, will

necessary, Communication with the Under-

signed is requested, when immediate steps

will be taken to rectify the cause of dis-

GRIFFITH'S

NOW READY,

1, DUDDELL STREET.

GRIFFITH & Co.,

MANUFACTURERS

OF THE

1, DUDDELL STREET,

· Continue to Supply:

At the same Moderate Charges.

HONGKONG AND CHINA GAS

COMPANY, LIMITED.

TIME Transfer BOOKS of this Company

until the 7th Proximo, both days inclusive...

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG.

Surgeon Dentist,

TERLY ASSISTANT TO DR. ROGERS,)

A T the urgent request of his European

A and American patients and friends, has TAKEN THE OFFICE formerly oc-

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

THE HONGKONG AND KOWLOON

WHARF, GODOWN AND CARGO-

BOAT COMPANY.

THE Company will receive STEAMERS

Wharves at Kowloon, and Land, Re-ship,

and/or Store General Cargoes, Silk,

OPIUM, COTTON, GRAIN OF MERCHANDISE ID

First-Class Granite Godowns at Cheap Rates.

Also Coals in specially constructed Sheds.

For the convenience of Commanders and

Storers the Company's launch Hongkong will

CHARGE, starting from the Pedder's Wharf

EVERY HOUR from 6 a.m. to 5 p.m., and

from the Wharf at Kowloon at the half-

W. KERFOOT HUGHES,

Pedder's Street.

754 convey to and fro those interested FREE OF

For further Particulars, apply to

and SATUNG VESSELS alongside their

Hongkong, January 12, 1885.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

cupied by Dr. Rogers.

Sole Address

Hongkong, December 17, 1886.

will be CLOSED from the 22nd Inst

WATER,

Hongkong, June 9, 1885.

TONIC

SELTZER

Sarsaparilla 11

VIEWS OF HONGKONG

Hongkong, August 25, 1885.

D. GILLIES.

LEMONADE,

GINGERADE.

RASPDERRYADE.

F. W. CROSS.

Manager.

&c., &c., &c.

Secretary.

1458

respectfully informed that, if upon

JARDINE, MATHESON & Co.,

General Agents.

REFINERY at East Point.

receive prompt attention.

satisfaction.

Hongkong, July 27, 1885.

Productions of the 'CHINA SUGAR

Hongkong, December 31, 1886.

E JONES HUGHES.

N. N. J. EZRA.

PARTNERSHIP on the 1st January

Hongkong until further Notice.

Hongkong, December 20, 1886.

16, BANK BUILDINGS,

HONGKONG, WEDNESDAY, JANUARY 5, 1887.

Established February, 1845.

Business Notices.

HAVE RECEIVED FURTHER SHIPMENTS OF

THE Latest 1/- and 2/- NOVELS. NEW ANNUALS.

STOOD'S, GREENWAY'S, and THE ILLUSTRATED ALMANAC for 1887.

LETTS'S DIARIES for 1887.

MORE SKETCHES, by CALDECOTT.

ÆSOP'S FABLES, with Modern Illustrations, by Caldecort. All the NEW BOOKS as they appear.

LANE, CRAWFORD & Co.

Hongkong, January 4, 1887.

CHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Bret Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured. Picture 'Little Miss Muffet. XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Bull Dog and Butterfly,' and large coloured Picture

HONGKONG AND WHAMPOA DOCK XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS. ILLUSTRATED LONDON NEWS ALMANACK 1887.

IMPERIAL ENGLISH AND CHINESE DIARY 1887; Foolscap size, 3 days to a page, interleaved with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, and G. N. Co.'s Telegraph Rates, their arrival in this Harbour, NONE of Chinese Holidays, and Festivals, Wages Table in Dollars and Taels—Price, \$1. the Company's FOREMEN should be at IMPERIAL ENGLISH AND CHINESE DATE BLOCK 1887, superseding in getup and legibility all Anglo-Chinese Date Blocks, previously issued-Price, 75 Cents. LETTS' DIARIES and DATE BLOCKS.

In the Event of Complaints being found Boys' Own Annual—Girls' Own Annual—Every Boy's Magazine—Every Girl's MAGAZINE-Harper'S Young People-Chatterbox-Children's Friend-Infant's MAGAZINE-LITTLE WIDE AWAKE, and all the best Children's VOLUMES FOR THE YEAR. KELLY & WALSH, LIMITED, HONGKONG.

## ROBERT LANG Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

SHOWING SELECTION

## OVER COATINGS,

to which they INVITE the attention of their Customers.

SPECIALTY Superfine Black Cloth Dress Suit,

Hongkong, December 1, 1886.

## \$30.00. Victoria Elotel,

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horers in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

Praya and Queen's Road Central, Hongkong.

and SNORING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE. Proprietors.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

Hongkong, September 16, 1885.

# RESPECTFULLY CALL ATTENTION TO THEIR PREMISES.

SEE QUEEN'S ROAD ENTRANCE. W. POWELL & Co.

Hongkong, January 3, 1887.

#### BON MARCHE. (CHEAP MARKET.

ADJOINING THE STAG HOTEL (NEXT DOOR). CONSISTING OF A STOCK OF FANCY AND WUSEFUL ARTICLES, At Cash Prices and for Cash only. MUSICAL INSTRUMENTS, TOBACCOS,

ALBUMS, BOOKS, KNIVES. CUTLERY, NOVELS, LEATHER GOODS. MUSIC.

CLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MARCHE, next door to THE STAG HOTEL. Hongkong, September 8, 1886.

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. TAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

English SILVER & ELECTRO-PLATED WARE, Christofle & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY. in great variety. DIAMONDS

- AND → DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at & per cent, net premium per annum.

NORTON & Co., Agents. Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insura against FIRE at Current Rates. GILMAN & Co.

## Entertainment.

THEATRE ROYAL, CITY HALL

Under the Distinguished Patronage of H. E. Hon. W. H. MARSH, C.M.G., Acting  ${f Governor}.$ H. E. Vice-Admiral R. VESEY HAMILTON, C.B., Commander-in-Chief. H. E. Major General CAMERON, C.B., Com-

manding-in-Chief, TITHE LEO MINSTREL TROUPE H. M. S. LEANDER,

A. PERFORMANCE in the above HALL THIS EVENING,

will give -

5th January, 1887, FOR THE BENEFIT OF THE WIDOWED MOTHER OF A LATE SHIPMATE, DECEASED.

PRICES OF ADMISSION: Dress Circle, - - - \$2.00. Stalls-Front Seats, - : - \$1:00. Stalls—Back Seats, - - - \$0.50. Doors open at 8.30. Commence at 9 p.m.

Tickets can be had at Messrs. Kelly & WALSH'S, LIMITED, where Seats may be Mr. C. LETHBRIDGE, E.N., Manager.

Licut. R. BLOMFIELD, R.N., Hon. Sec. & Treasurer. Hongkong, January 5, 1887.

Notices to Consignees. FROM HAMBURG, PENANG AND

SINGAPORE.

I THE S.S. Cassandra, Captain Haesloop, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before

To-DAY, the 3rd Instant, at Noon. Cargo remaining undelivered after the 9th Instant will be subject to rent. No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by STEMSSEN & Co..

Agents.Hongkong, January 3, 1887. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON: file Company's S.S. Celebes having

arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 6th January, 1887, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., A aents.

Hongkong, December 30, 1886. NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, HAM-BURG AND SINGAPORE.

11HE Steamship Westmeath, Captain STONEHOUSE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be recognised.

RUSSELL & Co., Agents. Hongkong, January 3, 1887.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

17 HE Steamship Tetartos, Captain Petersen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees, risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th January, or they will not be re-RUSSELL & Co.,

Hongkong, December 28, 1886. 2469

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of

Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected.

Ex Romanul and Melhourne, H (in die.), 101/200 = 200 cases Candles from Antwerp, con-301/400 signed to Order.

G. DE CHAMPEAUX,

### 日二十月二十年戌丙 Notices to Consignees.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenogle having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 4th Instant. 11th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, January 4, 1887.

Shipping.

Steamers. FOR YOKOHAMA AND KOBE.

The Steamship Cassandra, Capt. C. HAESLOOP, will be despatched for the above Ports on THURSDAY, the 6th Instant, at For Freight or Passage, apply to

SIEMSSEN & Co., Agents. Hongkong, January 3, 1887.

FOR YOKOHAMA AND HIOGO.

The Steamship Westmeath, Capt. StoneHouse, will be despatched for the 6th above Ports on THURSDAY, the 6th

Instant, at 3 p.m. For Freight or Passage, apply to RUSSELL & Co.,

Agents. Hongkong, January 3, 1887.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. The Co.'s Steamship Stentor, Capt. EDWARDS, will be despatched as above on SATURDAY, the 8th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, January 3, 1887. FOR BANCKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

The Company's Steamer Captain GEO. ANDERSON, will be despatched for the above Port on FRIDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to YUEN FAT HONG,

Hongkong, January 4, 1887. OCEAN STEAMSHIP COMPANY. FOR NAGASAKI, KOBE AND

YOKOHAMA. The Co.'s Steamship Menebrus.

Captain Nelson, will be despatched as above on SUNDAY, the 9th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, January 3, 1887.

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, SYDNEY AND

MELBOURNE, VIA SINGAPORE. The Co.'s Steamship J.C.D. ARTHUR, Com'der; will be despatched as above on MONDAY, the 10th January, at

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions throughout the entire voyage.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents. Hongkong, December 30, 1886.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENTSIN, HANKOW and

Ports on the YANGTSZE.

The Co.'s Steamship Capt. Milligan, will be despatched as above on MONDAY, the 10th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, January 3, 1887.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE.

The Co.'s Steamship Captain Joon, will be despatched as above on or about the 10th Instant. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

NAVIGAZIONE GENERALE , ITALIANA (Florio & Rubattino United Companies.)

STEAM FOR

SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN,

AND GENOA, i Cargo remaining undelivered after the (Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITER-RANEAN, ADRIATIC and LEVANTINE PORTS; ALEXANDRIA, ODESSA, MAR-SEILLES, and also to BUENOS AYRES, Montevideo, Valparaiso and Callao.)

Bormida,
Capt. Pirzarello, will be
despatched as above on or about the 10th January. The Steamer has spiendid Accommodation for Passengers and carries a Doctor and Stewardess. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, December 27, 1886. UNION LINE.

FOR NEW YORK VIA SUEZ CANAL. The Steamship Mark Lane, Captain Porrer, will be despatched for the above. Ports on or about THURSDAY, the 13th

Instant. For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, January 4, 1887.

THE BEN LINE OF STEAMERS. FOR SINGAPORE AND LONDON. The British Steamer

The British Stemmer

Benledi,

Captain Riddoch, will be

despatched as above on or about the 14th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

A gents. Hongkong, January 3, 1887.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT . SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAL-CUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and

ADRIATIC PORTS.) The Co.'s Steamship Captain C. BECHLINGER, will be despatched as above on SATURDAY, the 15th Instant, For further Particulars, regarding Freight nd Passage, apply to the AGENCY of the

Company, Praya Central. O. BACHRAOH, Hongkong, January 3, 1887.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE. 13 (Calling at PORT DARWIN & QUEENE. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-

MANIA, &c.) The Steamship Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 19th Inst.,

at 3 p.m. For Freight or Passage, apply to RUSSELL & Co..

Hongkong, January 4, 1887.

Sailing Vessels.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship Harvester. TAYLOR, Master, will load here for the above Port, and will 2479 have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, December 4, 1886.

FOR NEW YORK. The 3/3 L. 1. 1. Amer. Schooner Haroldine. TIBERTIS, Master, will load here for the above Port, and will

have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, December 6, 1886.

For Sale.

FOR SALE, TULES MUMM & Co.'s OHAMPAGNE,

Pints ..... 2 11 11 2 11 Dubos Frères & de Gordon & Co.'s BORDEAUX CLARETS AND WHITE WINES. Baxter's Colebrated 'Barley Bree'

WHISKY, -877 per Case of 1 doz. GIBB, LIVINGSTON & Co.

AGENTS FOR THE CHINA MAIL. LONDON :-F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goron, Ludyate Circus, E.O. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. Wills, 151. Cannon Street, E.C.

PARIS AND EUROPE:—Amedei Prince & Co. 36. Rue Lafayette, Paris. NEW YORK:—Andrew Wind, 21. Park Row.SAN FRANCISCO and American Ports

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Mel- | EZRA. bourne and Sydney. -- CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

generally :- BEAN & BLACK, San Fran-

SINGAPORE, STRAITS, &c.: SAYDE & Co., Square, Singapore. C. Heinszen & Co., Manila. OHINA: Macao, F. A. DE CRUZ. Swatow, Quelch & Co. Amoy, Wilson, NICHOLLS & Co. Foothow, Hedge & Co., and Kelly & Walsh. Yokohama,

LANE, CRAWFORD & Co., and KELLY

Banks. HONGKONG & SHANGHAI BANKING

CORPORATION. RESERVE FUND,.....\$4,500,000 RESERVE FOR EQUALIZATION \$ 200,000 OF DIVIDBNDS,.....

RESERVE LIABILITY OF PRO-COURT OF DIRECTORS. Chairman-A. McIven, Esq. Deputy Chairman.M. GROTE, Esq. Hon. J. BELL IEVING. | H. HOPPIUS, Esq.

C.D.BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Esq. Ton, Esq. H. L. DALRYMPLE, Hop. A. P. McEWEN. Hon. F. D. Sassoon. CHIEF MANAGER. Hongkong, ..... THOMAS JACKSON, Esq. Acting Chief Manager-John Walten, Esq.

MANAGER.

Shanghai,......Ewen Camebon, Esq.

LONDON BANKERS. -London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate J. of 2 per cent. per annum on the daily NTEW On Fixed Deposits:—

For 3 months, 3 per cent. per annum. . II 4 per cent. II 5 per cent. 11 LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and LONDON ERATED WATERS, Exchange business transacted. Drafts granted on London, and the

chief Commercial places in Europe, India, Soda Australia, America, China and Japan. Tonic

JOHN WALTER,

Acting Chief Manager. Hongkong, August 28, 1886. NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK. 1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in'any one year. 3. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Cor- (FORMERLY ARTICLED APPRENTICE AND LAT-

poration on fixed deposit for 12 months

at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances. • 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be

written up at least twice a year, about the beginning of January and beginning of July." 6.-Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

depositor or his duly appointed agent, and the production of his Pass-Book are necessary. Hongkong & Shanghai Baneing CORPORATION, JOHN WALTER,

7. - Withdrawals may be made on demand,

but the personal attendance of the

Hongkong, June 7, 1886.

NOTICE. THE Interest and Responsibility of Mr. NATHOORAM JORAWURMUL, Deceased, in our Firm CEASED on the 28th October, 1886; and Mr. RAMNARAYEN

TATA & Co. Hongkong, December 30, 1886.

NOTICE

WE Have authorized Mr. ED, MILLER to Sign Bills of Lading in our Name from this date. STEMSSEN & Co. Hongkong, November 29, 1886.

NOTIOE.

THE Have This Day COMMENCED Business as SHARE and GENERAL. BROKERS under the Name and Style EZEKIEL & JOSEPH. N. D. EZEKIEL.

Hongkong, December 30, 1886.

E. H. JOSEPH.

Notices of Firms.

Acting Chief Manager.

Hongkong, February 17, 1886. NATHOORAM has been Admitted a IMPORTANT NOTICE. PARTNER from that date.

> KUHN & Co. JAPANESE FINE ART GALLERY, (Opposite the Hongkong Horal).

Japan! Japan!! Japan!!!

MOW OPEN CE A NOTENT and MODERN BRONZES. IVORIES, LACQUER, SILKS, and BROCADES: GENUINE SATSUMA. EMBROIDERED TABLEUAX, QUILTS, WRAPPERS, JACKETS and GOWNS, PHOTOGRAPH ALBUMS, BRONZE JEWELLERY, and Hundreds of ELE-GANT and USFFUL ARTICLES. All will be offered at the lowest possible wholesale prices in Japan. INSPECTION RESPECTFULLY INVITED.

Hongkong, January 8, 1887.

REFORE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

Hongkong, January 1, 1882.

Hongkong, January 8, 1887.

Hongkong, January 4, 1887.

Quarts..........\$20 per Case of 1 doz.

Hongkong, July 18, 1884.

February next. Apply to JOHN WILLMOTT, Hongkong Dispensary.

Hongkong, December 30, 1886. TO -LET.

OOMS in 'COLLEGE CHAMBERS.' No. 16, HOLLY WOOD ROAD. Apply to . DAVID SASSOON, SONS & Co.

Hongkong, December 3, 1886.

TITH immediate occupation the Com-P. & O. Old Offices, lately in the occupa- trans-Atlantic lines of Steamers. ING CORPORATION. Undersigned.

E. L. WOODIN, Acting Superintendent.

> Mails. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS. MARSHILLES, AND PORTS OF BRAZIL, AND LA PLATA;

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

N TUESDAY, the 11th January, 1887, at Noon, the Company's S.S. YANGTSE. Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until p.m., Specie and Parcels until 3 p.m. on the 10th January, 1887. (Parcels are not to be sent on board; they must be left at

the Agency's Office.) •Contents and value of Packages are re-For further particulars, apply at the

Company's Office. G. DE CHAMPEAUX, Agent.

Hongkong, December 29, 1886. Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, other Ports, apply to

THE OVERLAND RAILWAYS, ANTIC & OTHER CONNECTING STEAMERS.

• THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th

January, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan All Parcel Packages should be marked to

address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES. -- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa)

within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Re- Life. furn Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Consular Invoices to accompany Cargo destined to ports beyond San Francisco;

should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 501, Queen's Road Central. C. D. HARMAN,

Hongkong, December 21, 1886.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

·LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. GALVESTON & SOUTH AMERICAN

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the principal places in

ŔŪSSLÁ N MONDAY, the 24th day of January. 1887, at Noon, the Company's Steamship NECKAR, Captain BAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd January. (Parcels are

not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Hongkong, December 28, 1886.

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, YIA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama. on SATURDAY, the 22nd January, at 3 p.m., taking Passengers and Freight for INDO-CHINA STEAM NAVIGATION Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Moxico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to modious PREMISES known as the England, France, and Germany by tion-of the Hongkong & Shanghai Bank- Return Passages; Passengers, who have paid full fare, re-embarking at San

For further Particulars, apply toothe Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. . These allowances do not apply to through fares from China and Japan to

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Centrals C. D. HARMAN,

Hongkong, December 30, 1886.

Insurances.

TARINE INSURANCE COMPANY,

ESTABLISHED 1836.

- £1,000,000. £ 180,000. RESERVE FUND - -- £ 410,000. ACCUMULATED PREMIUMS-£280,000.

TOTAL FUNDS-£900,000. RATES OF PREMIUM ON TEA AND SILK.

By Mail Glen's, DyShire's By other Castle's First From Hongkony, Steamers, Mutual's, d. Gel-Class & Ren's. latty's. W.A. To United Kin dom or New h 1 1 18 York direct, via per cent. per cent. per cent. Buez Canal. New York via transhipment; per cent, over above rotes. at London...

All the above Rates are subject to a Cash Discount of 15 %.

E. L. WOODIN. Acting Agent. Hongkong, December I, 1886

LANCASHIRE INSURANCE COMPANY. (FIRE AND LIFE.)

THE Undersigned are prepared to grant Policies against the Risk of FIRE on

CAPITAL, -Two MILLIONS STEELING.

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms Proposals for Life Assurances will be received, and transmitted to the Directors for their decision

If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTEP OF His Mujesty King George The First,

**д. D. 1720.** THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports | North-China Insurance Co., Ld..... 5,000 E of India, China and Australia.

Fire Department. Policies issued for long or short periods; Union Insurance Society Co., Ld.... 10,000 3

urrent rates. Life Department,

Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

For Sale. NOW READY. PRICE; \$1.00.

COMPARATIVE CHINESE FAMILY LAW HK. and China Gas Co., Limited. 7 5, 100 By E. H. PARKER. Can be obtained from Kelly & Walsh Hongkong Hotel Company, Lt .... \ at Shanghai and Hongkong, at LANE,

CRAWFORD & Co., Hongkong, and at the Thina Mail Office, NOW READY. THE COMMERCIAL LAW AFFECT

Punjom & Sunghie Dua Samatan 40,000 8 ING OHINESE; with special reference to Partnesship Redistration and BANKRUPTUY LAWS IN HONGKONG. H. & M. Glass Manufacturing Co. ... 4,000 8 A. S. Watson & Co., Limited...... Copies may be had at the China Mail Office, and at Messre. Lane, Crawpord &

WASHING BOOKS. "(In English and Chinese:) MASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. - Price, \$1 each. CHINA MAIL Office.

0 . Price 75 cents.

To-day's Advertisements. To-day's Advertisements.

THE BEN LINE OF STEAMERS. FOR YOKOHAMA AND HIOGO. The British Steamer Capt, FARQUHAR, will be despatched as above TO-MORROW, the Cth Instant, at 4 p.m. For Freight or Passage, apply to

Hongkong, January 5, 1887. COMPANY, SIMITED.

GIBB, LIVINGSTON & Co.,

FOR SHANGHAI VIA SWATOW. (Taking Cargo'd Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTSZE.)

The Co.'s Stoumship Fooksang, Captain Hood, will be despatched as above on FRIDAY, the 7th Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, January 5, 1887 STEAM TO YOKOHAMA; VIA NAGA-SAKI AND KOBE. (Passing through the INLAND-SEA.)

The P. & O. S. N. Co.' Steamship Thibet
will leave for the above places at 3 p.m. on FRIDAY NEXT, the 7th Inst., instead of as previously advertised. E. L. WOODIN,

Acting Superintendent. & O. S. N. Co.'s Office. Hongkong, January 5, 1887.

FOR SHANGHAL

The Steamship Capt. G. HEUERMANN, will be despatched for the above Port on FRIDAY, the 7th Instant,

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, January 5, 1887. STEAM TO SINGAPORE, PENANG AND BOMBAY.

(With option of calling at COLOMBO.) The P. & O.S. N. Co.'s Steamship Kashgarwill leave for the above

places on MONDAY NEXT, the 10th Inst.; E. L. WOODIN, Acting Superintendent. P. & O. S. N. Co.'s Office,

Hongkong, January 5, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship Nepaul will leave for the above

place about 24 hours after her arrival with the outward English Mail. B. L. WOODIN. Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 5, 1887. BEN LINE OF STEAMERS. NOTICE TO CONSIGNEES.

For further Particulars and Rates to FROM ANTWERP, LONDON AND · SINGAPORE. TIHE Steamship Bengloe, Capt. FARQUHAR. HAVING ARRIVED from the above Ports, Consignees of Cargo are hereby re-

quested to send in their Bills of Lading FOR COUNTERSHINATURE by the Undersigned. and to take immediate belivery of their Goods from alongside. Consignees of NAILROD IRON are particularly requested to TAKE DELIVERY from Steamer IN THEIR OWN BOATS, failing which the Captain will not be responsible for any mixing of different lots that may arise from otherwise discharging same. The Steamer is berthed at the KOWLOON

PIERS, and any Cargo impeding her discharge will there be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. To-DAY, the 5th Instant, No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent. All Claims must reach us before 4 p.m. of the 15th Instant, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong and Shanghai Bank Corp. 60,000 5

Yangisze Insurance Company, Ld.... 8,000 8

China Traders' Insurance Co., Ld.... 24,000 3

Canton Insurance Office Co., Ld.... 10,000 &

Chinese Insurance Co., Limited, 1,500 3

Hongkong Fire Insurance Co., Ld. ... 8,000

China Fire Insurance Co., Ld. ..... 20,000

Singapore Insurance Company, Ld. 40,000\$

HK. C. and M. Steamboat Co., L.I. 8,000 | \$

Douglas Steamship Co., Limited .... 20,000 \$ Indo-China S. N. Company, Limited 18,387 £

China and Manila S. S. Co., Ld...... 3,500 8

H'kong & Whampon Dock Co., Ld. 12,500

.60,000 shares issued......31,212 £

STEAMBOAT COMPANIES.

MISCELLANEOUS.

Mining Co.

Chinese Imperial 1881.....

Chinese Imp. (Ch. Bank Loan) 1885

H'kong Rope Manufactory Co., Ld. 3,000 8

HK. High-Level Tramways Co., Ld. 1,250 8

. 1884 ¢.....

INSURANCES.

Hongkong, January 5, 1887.



STEAM FOR SINGAPORE, PENANG, COLOMBO ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENIOE,

PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, ANI AUSTRALIA.

N.B.-- Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH. THE PENINBULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship KAISAR-I-HIND, Captain E. G. STEAD. with Her Majesty's Mails, will be despatched

from this for LONDON, vid BOMBAY and SUEZ CANAL, on TUESDAY, the 18th January, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and Genoral Cargo for London will be transhipped at Bombay, arriving one week later than by | For YOKOHAMA & KOBE .the ordinary direct route via Columbo. For further Particulars regarding FREIGHT and PASSAGE, apply to the

PENINGULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested

note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,

Acting Superintendent. Hongkong, January 5, 1887.

SHIPPING.

ARRIVALS. January 5, 1887 :-Clara, German steamer, 674, C. Christensen, Singapore December 24, and Hollow January 3, General.—Siembsen & Co. Bengloe, British steamer, 1, 198, Farquhar,

London via Antwerp November 6, and Singapore December 27, General.—GIBB, Livingston & Co. Naushan, British steamer, 805, J. Blackburn, Bangkok December 24, Rice and General. - Hop Hing Hong. Souchow, British steamer, 999, J. B.

Harris, Wahu and Chinkiang December 31, 28 Rice.—BUTTERFIELD & SWIRE. Hailvong, British steamer, 277, J. S. Roach, Swatow January 4. General. -DOUGLAS STEAMSHIP Co.

DEPARTURES. January 5 .-E se, for Taiwanfoo. Iduna, for Haiphong. Anton, for Hoihow and Pakhoi. F. P. Litchfield, for New York. Namou, for Coast Ports. 30 Teviot, for Saigon. Centaur: for Cabu. Glenogle, for Shanghai. Cairragem, in Sydney. Fokien, for Amey and Tamsui. Zafiro, for Amoy and Manila.

Sin Kolga, for Foochow. H Printzenberg, for Rainng. Walter Siegfried, for Foochow. Cassandra, for Yokohama. Clara, for Hoihow and Singapore. *Hilda*, for Shanghai: Francis B. Fay, for London. PASSENGERS.

ARRIVED. Per Clara, from Singapore, &c., 29 Chi-Per Bengloe, from Singapore, &c., 30 Chi-Per Nanshan, from Bangkok, 17 Chinese. Per Souchow, from Wuhn, 12 Chinese.

CLEARED.

Per Hailowy, from Swatow, 143 Ohinese. Per Cairngorm, for Sydney, &c., 151 Chi-Per Auton, for Hollow, 40 Chinese. Per Namoa, for Goast Ports, 4 Europeans, and 400 Chinese.

Per Teviot, for Saigon, 12 Chinese. Per Glenoyle, for Shanghai, 2 Europeans. Per Fokien, for Amoy, &c., 1 European, and 230 Chinese. Per Zafiro, for Amoy, &c., 4 Europeans and 250 Chinese. TO DEPART. Per H. Printzenberg, for Rajang, 4 Chi-

Per Clara, for Hollow, &c., 50 Chinese.

SHARE LIST. -QUOTATIONS.

\$ 4,500,000

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Rates of Int.

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187,524.75 20 % & unnum £68

494,400.00|10 % for 1883|\$80

1151.13 June 30/86

13,451.51 None

690,66|**\$**16

372.95 6 inter. divd.

6 months

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First year

Payable.

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soon. Arrived at 12.30 a.m., on the 5th The German steamer Clara reports: Left Singapore on the 22nd December. During first three days, fresh breeze

SHIPPING REPORTS

The British steamer Bengloe reports:

Had strong monsoon and high sea to about

16° N. lat.; thence to port moderate mon-

with fine weather; then wind increasing to a galo, with high sea and cloudy sky; from Paracels to Hoihow moderate breeze with fine weather; from Hoihow to port moderate breeze with hazy weather. The British steamer Nanshan reports: Left Bangkok Bar, at 6 p.m. on December 24th; to Pulo Obi moderate breeze and fine weather; thence to North Danger Reof heavy sea and strong monsoon: thence to port moderate N.E. winds and fine weather. The British steamer Soochow reports Left Wuhn 30th Dec., Chinking 31st, and

and Chapel Island, strong monsoon and high sea, rest of passage fresh to moderate winds and hazy weather. The British steamer Hailoung reports: Left Swatow January 4th, and to Hongkong experienced moderate North-Easterly winds with dull cloudy weather and smooth sea. Steamers in Swatow, Cunton, Chefoo, Atholl and China.

Woosung 2nd January. Between Taichows

POST OFFICE NOTICES.

MAILS will close:-**For YOKOHAMA & KOBE.**—

Per C ssandra, at 9.30 a.m., on Thursday, the 6th inst. Per Westmeath, at 2.30 p.m., on Thurs-

day, the 6th inst. For MANILA. -Per Don Juan, at 4.30 p.m., on Thursday. the 6th inst. For NAGASAKI, KOBE & YOKOHAMA

Per Thibet, at 5 p.m., on Thursday, the 6th January. For SAIGON .--Per Propontis, at 5 p.m., on Thursday,

the 6th inst. N For BANGKOK.— Per Danube, at 5 p.m., on Thursday, the

For SWATOW & SHANGHAL. Per Fooksang, at 2.30 p.m., on Friday,

the 7th inst., instead of as previously notified. For SHANGHAL. Per Peking, at 3.30 p.m., on Friday, the · 7th inst. For PORT DARWIN, THURSDAY IS LAND, COOKTOWN, TOWNSVIL

LE, BRISBANE, SYDNEY, MEL-

BOURNE, ADELAIDE, &c., &c.-

Per Airlie, at 2.30 p.m., on Wednesday, the 19th inst. MAILS BY THE FRENCH PACKET .-French Contract Packet Yangtsé will be despatched on TUESDAY, the 11th January, with Mails to the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits

Settlements, Batavia, Burmah, Caylon, India (vià Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.— The United States Mail Packet Oceanic will be despatched on TUESDAY, the 11th January, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :— 2.15 r.m. Registry censes. 2.30 P.M. Post-Office closes, but Corres

pondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure. HOURS OF CLOSING

THE FRENCH MAIL

The following hours are observed in closing Mails, &c., by the French Contract Day before departure,-P.M.-Money Order Office closes.

Post Office closes, except the

NIGHT BOX, which is always open out of Office hours. Day of departure,---A.M.-Post Office opens. A.M.—Registry of Letters ceases. Posting of all printed matter and pasterns ceases,

11 A.M. - Mails closed, except for Late Letters. 11.10 a.m.-Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes 11.40 A.M.—Late Letters may be posted

on board the packet with Late Fee of 10 cents until time of

JANUARY 5, 1887. Paid | Position PRE LAST REPORT. | Last Dividend | Reserve. | Balancec. f ward | Last Dividend Closing Quotatrons, Cash.

111,760.34 £2 div. ½-year 155, 156, 157 % prem., buyers The 190,000 Tls. 406,132.00 Tls. 20 p. sh. l'ls. 270 per share 2,868.89 6 % for 1885 \$180 per share; nominal 283,482,55|\$27.50 for '85|\$4271 566,700 \$ 228,811.67 \$ 6 for 1881 | 989 per share, buyers 12,850.74 6 % half year 83 % prem.

Theatre Royal this evening,

A DETAILED warrant having been received by letter from Singapore for the arrest of F H. Elliet, formerly the keeper of the Grand again brought before the Police Court, but witnesses not yet having coming forward. for sale by public auction by Mr G. a purchaser, the highest bid being only \$14,000, some \$16,000 below the upset

MEMOS. FOR TO-MORROW. Shipping.

10 a.m.—Cassandra leaves for Yokohams and Kobe. and Hiogo. 4 p.m.-Bengloe leaves for Yokohama and

Hiogo. Miscellaneous. date subject to rent.

General Memoranda. FRIDAY, January 7:-

Claims against the Tetartos must be sent in to Measra Russell & Co., on or declare war against England, or even sanobefore this date. SUNDAY, January 9:---Goods per Cassandra undelivered after this date subject to rent. MONDAY, January 10:-

sent in to Messrs Russell & Co., on or before this date. Foesday, January 11 :--Goods per Glenogle undelivered after this

Claims against the Westmeath must be

date subject to fent. Wednesday, January 12:date subject to rent.

A. S. WATSON & Co., Ltd. ARE NOW SHOWING MHEIR SEASON'S SUPPL

XMAS CONFECTIONERY -- AND ---

FANCY GOODS. A Small Assortment of the Latest

CHRISTMAS CARDS NEW PERFUMES. NEW SWEETS, NEW CHOCOLATES, CUT GLASS BOTTLES, GLOVE AND HANDRERCHIEF BOXES.

CRYSTALLIZED FRUITS, &c., &c., &c. A. S. Watson & Co., Limited.

BASKETS OF CONFECTIONERY.

THE HONGKONG DISPENSARY Hongkong, December 23, 1886. The publication of this issue commenced at 7.35 p.m.

JOHN LEACH, Barrister-at-Law, of a Son. On the 5th Instant, ELEANOR MASSEY wife of Andrew John Leach, Barrister-at-Law, aged 25.

On the 5th Instant, the Wife of ANDREY

hongkong, wednesday, january 5, 1887.

The China Mail.

TELEGRAMS. [SUPPLIED TO THE 'CHINA MAIL,']

(Via Southern Line.)

THE NEW BRITISH-CHANCELLOR. London, 2nd January, 1887. his obtaining a seat in Parliament.

A HAZY STATEMENT.

Passed Suez Canal.

It is reported that Mr Chamberlain working to bring about a reunion of the Liberals dissentients. LOCAL AND GENERAL.

shire, Dencalion, 14; Cyclops, Dar. danue, Albany, Mosser, 17; Bellona 21; Oceanien, 24. vember 26; Harter, 30; Benvenue, Higean, Antonio, Dec. 3; Diomed, 14 Hesperia, Orion, 17; Bellerophon, 21

Melbourne, Braunschweig, 24. The Anadyr, with the French Mail of De cember 3rd, is to leave Saigon on Wednesday, the 5th inst., at 9 p.m., and may be expected here on or about Sunday evening, the 9th inst. This Packet brings replies to letters despatched from Hongkong on October

of Rio de Janeiro left San Francisco. for Yokohama and Hongkong on the 11th Dec. The E. & A. S. S. Co.'s steamship Airlie left Port Darwin on the 28th Dec.,

and may be expected here on or about

the 7th Jan. The Austro-Hungarian Lloyd S. N. Co.'s steamer Berenic , from Trieste, left Singapore on the 1st instant, and may be expected here un or about the 8th O. S. S. Co.'s steamship Jason from Liverpool, left Singapore on the

The Indo-China Steam Navigation Co. steamship Wingsang, from Calcutta, left Singapore on the 2nd inst., and may be expected here on or about the The O. S. S. Co.'s steamship Menelaus, from Liverpool, left Singapore on the 2nd inst, and may be expected here

on or about the 8th inst.

on or about the 9th inst.

on or about the 11th inst. THE Leo Minstrels will perform in the

THE Agent of the M. M. Company informs with the next French mail, will leave Saigon for this port at 9 p.m. to-day (Wednes-

Hotel at Penang, this prisoner was to-day, which, after a native jury had returned a the case had to be remanded again, the verdict, and sent up the case to the High THE British steamer Partridge was put up property of the murdered man was found in Lammert this forencon, but did not find | saw them commit the murder. The High

WE have heard disturbing rumours in town to-day to the effect that the military and naval authorities have received instructions from home to be prepared for any 3 p.m. - Westmeath leaves for Yokohama emergency, in view of a threatened rupture between France and England. Rumours of this nature should always be received with caution, and we cannot Goods per Celebes undelivered after this Bry definitely whether the present ones contain even a germ of truth, Considering all the circumstances in the present state of French affairs, however, we think it most unlikely that France will

tion any act which would force England to

lift her hand. A DARING robbery of a kind that has not occurred in Hongkong for many years was committed on the Pokfulum Road this afternoon. The chaplain of the Audacious was proceeding along the road when a foot-pad sprang in front of him and Goods per Bengloe undelivered after this presenting a pistol demanded his gold watch and chain. The reverend gentleman obeying, we think, rather too scrupulously the precept of his religion, quietly yielded up the watch and chain. Perhaps had he, instead of when hit on one cheek turning the other also, quickly seized the pistol or knocked it aside, he would have found that his assailant was not so dangerous a character as he appeared. The robber having secured his trea-

sure made off and is still at large. . COMBINATION of Scotchmen, Irishmen and a Welshman, styling themselves Celts. are to wage war against the English Sassenachs to-morrow afternoon at Football (Rugby Rules). So far as is known at prosent, we believe the Celts will be represent-

ed as follows :--Lt. Anderson, H. A. D. Mackintosh (Scotch). Lezge, Jr. (Scotch). C. W. Diekson (Scotch). N. G. Mitchell-Innes Dr Thompson, A. M. D. . Graham, 58th (Scotch Bruce Robertson (Scotch).

Eagles (Welsh).
Garr (Irish).
J. H. S. Lockhart (Scotch). The names of the Sassenachs have not yet been selected, we believe, and we understand that the hon. Secretary (Mr Hayllar) will be glad to receive the names of any Celts who would like to do battle against their ancient foes, whose names are not included in the above list. Those who have entered ought, at any rate, to be on the ground at 4.15 sharp. The Celts will play in striped jerseys, and the Sassenachs in white. There will be the usual tent for the

THAT the Marquis of Hartington has de-

clined the offer of the Premiership in the

accommodation of ladies.

existing Conservative Administration and leadership of the House is not altogether to be wondered at, when we consider the present condition of the Liberal party, his Mr Goschen has accepted the Chancellor- own life-long associations with the Liberals ship of the Exchequer conditionally upon | and the political traditions of the Cavendish family. It is clear, however, that this tempting offer would never have been made had not some reasonable hopes existed of its acceptance. Lord Hartington has, indeed, reiterated his intention of supporting the Conservative leader in the House of Commons, whoever he may be; and the offer subsequently made to Mr Goschen of the positions of Chancollor of the Exche-OUTWARD BOUND:—Deepdale, Oct. 26: Vesquer and Leader of the House, and Mr Gospasian, 26 ; Japan, Dec. 7; Cardiganchen's acceptance of these positions, demonstrate not only that the split between HOMEWARD BOUND:-Port Adelaide, No- Lord Churchill and the Marquis of Salisbury is complete, but that the Moderate Liberals steadily adhere to the policy of the present Government. Granted that the Right Hon. G. J. Goschen obtains a seat in Parliament, his return to power should be a vest accession of strength to the Cabinet and to the House. His knowledge of finance, his experience in business, and his well-known moderation should The Pacific Mail Company's steamer City greatly aid in smoothing over the difficulties which now beset the Government both at Home and abroad. The reference in the telegram to Mr Chamberlain is not very clear. While Lord Hartington has doclared his decision to support the Irish policy of the Government, the inference is drawn by the vagueness of the telegraphic statement that Mr Chamberlain has turned his attention towards requiting the Liberal party. As the telegram reads, the reunion of the Liberal dissentients must, we take 1st inst., and may be expected here it, mean that either the Unionists and the Gladstonian Home Rulers are to coalesce, or that the Unionists are to become more firmly united than ever in their support of a Conservative policy in Ireland. Whatever action Mr Chamberlain may take, it is almost impossible that the maint mauce of law and order can be slackened in the least The C. N. Co.'s steamship Taiyuan, from degree in face of the present feeling of the Glasgow, was to leave Singapore on the English people. If any compromise, as to evictions and reasonable abatements of rent. can by his instrumentality be hit upon which is consistent with the dignity of the Government and favourable to the lawabiding population of Ireland, then Mr us that the Company's steamship Anadyr, Chamberlain will deserve well of his country. But such a consummation is almost too good to hope for. We believe that the present Government, or a similar administration with Unionist principles, is the only one which can ever solve the Irish difficulty.

A case has lately-occurred in Bombay in verdict of not guilty on a charge of murder. the Sessions Judge disagreed with the Court. It appears that the prisoners had confessed their guilt, and that some of the their possession, but the jury still declined to convict the prisoners, because no one Court agreed with the Sessions Judge that

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1,527.3.11 10 % and 2 % \$130 per share, buyers

1,321.41 56 half year \$195 per share

nominal

transportation for life.

the verdict was wrong, and convicted the accused of murder, and sentenced them to

Garden Fote lately held on behalf of the Alice Memorial Hospital, which we had hoped would have been overcome by the exercise of a little tact on the part of the Government. In the same way as the Public Gardens were lent for the Fete held to raise funds for the relief of the Flooded Districts in Kwangtung, the Gardens were placed at the disposal of the Committee for carrying out the arrangements of the fête for the Memorial Hospital. The happy idea or organisms suggested to Mrs Marsh by the ture of these diplomatists should not be probably suggested to Mrs Marsh by the ture of these diplomatists should not be probably suggested to Mrs Marsh by the ture of these diplomatists should not be the collision the then stepped and continues occurred what lamage had been the long book. success of that given on behalf of the Inundation Fund; and the result of the last be necessary, adds the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal, port. I got the order to port and starboard quarter of the Russian journal and starboard quarter of the Russian jou Al Fresco Fôte has more than instified the unanimous verdict given of its success in every way. As might have been expected, however, the success of the entertainment, so far as numbers were concerned, did not tend to improve the condition of the Gardens. Five or six thousand persons perambulating about the ornamental flowerbeds could not possibly conduce to the ever orderly the crowd may have been.

For special things, we understand the Com
Correspondent at raris says:—It the respondent at mittee of the Fête paid, altogether something like one hundred dollars; and the small matter now in dispute between the Committee and the Government is a sum \$50 for damage to flowers, &c. The Committee, it appears, when called upon to pay this amount, declined to do so, on the ground, we believe, that was not fairly within their duty; and, even allowing every credit to the Government, for zeal in defending public property and public funds, we think that the public revenue might have most reasonably been debited with the unavoidable cost of replacing a few plants, which a popular but orderly demonstration for a charitable object had unwittingly incurred. We understand, however, that H. E. the Acting Governor is bent upon obtaining the sum named, probably upon the score of precedent; and the question now arises. How can the small amount be best raised? It is not a large German alliance, which is his highest disum, but we are much mistaken if the public will not be anxious to take part in putting it together. The Committee may subscribe it among themselves; and one member of that body was desirous of paying | (Before Sir George Phillippo, Chief Justice, it himself. Were it not for the trouble involved, in collection, five hundred ten-cent pieces could, we venture to say, be obtained in a few hours; and rather than have this amount paid out of the handsome sum made by M. C. Holm, owner of the Danish steamer the Al Fresco Fète, such or a similar sharing of the responsibility will probably be adopted. Had Mr Marsh asked for a special vote | a collision in the Canton river, was confor this purpose, not one voice would have been raised against it. As it is, we would solution of this little difficulty might be forin the Gardens, in the Hospital, and in the effectual safeguarding of the public funds.

THE India Printers' Gazette says :-- 'The Nawab of Bhawulpore has at length been induced to take a greater interest in racing by sending more than one representative to the Lahore races. Last spring he sent his Arab, Republican, to Umballa and Meerut where the horse wen about three or four races. The Nawab was so elated that he would not let the horse remain to fulfil his Lahore engagements, but insisted on his being brought back straight to Bahawul pore, where a special durbar was hold in the horse's honour. Dick Richmond rode the horse in his races, and, he, too, was summoned, but the lad tarried till after the Lahore meeting, so he lost the durbar, but was presented with a khillut of native desage and a couple of wives. Dick accepted the gowns (for Beluchis still wear petticoats), but remitted the live stock, excusing himself on various grounds.

to the adventurers who had resolved to rival | have been on the bridge before that. the Portuguese in their trade with the East ed on 21st September 1799 to the pretend- I heard the backward motion. ed voiage to the Easte Indias, the which it | By the Assessor-Although I saw the maio please the Lord to paper. It is not starboard side of the Espoir I did not see till a year later, however, that we hear of the green light. I saw a number of lights five vessels which were the first to bear the not say that there was no green light. marigator. The expedition proved a failure, lengths from Tiger Island. though this was curiously attributed solely | Cross-examined-I was told on going on to the machinations of a certain preacher watch at six o'clock to keep a good look out named Cartwright; but the return of the sheed and for land. I was not told to look

of very great interest. - Pioneer.

de Mohrenhem to Paris may have. Russia short time elapsed. has certainly proved sufficiently her sincere stand that this desire will not lead the Rus- hard a port. sian Government to sacrifice its interests and dignity to the Chancellor of the German Empire.'

article is imprudent. If the Novoe Vremya, on the other hand, has no such importance, then the telegraphing of this article is a dangerously useless act. In any case, whatever blame falls on the newspaper, or on the telegraphic agency, the publicity given to the threat contained in the article forces it on general attention, and makes it | the case for the defence, said-As Your necessary to discuss it. It seems at first | Lordship has no doubt gathered from the sight, when these imperious sentences preliminary acts and from the pleadings the hour. are examed, that Russia is turning case for the defence is diametrically opposed to account a little too conspicuously on every point to that the plaintiff has the fixed idea of Prince Bamarck, placed before you; not even us to the place to present, at whatever coast, com- of the collision do the two cases agree. The mon action between Russia and France. It case for the defendant is that on the 3rd is too clearly evident that all the little ad- November the Espoir was on a voyage from vances of Russia towards Franco have for Macao to Canton At about six o'clock the their object to make the Franco-Russian | Captain and the Navigating Lieutenant were alliance, which is at this time doubtful, a both on the bows. Lieut. Adams will tell bugbear to alarm Germany, thus forcing her | you why he chose the bows instead of the to oppose Austria, and to bring to the sup- | bridge. They had the chart there at the port of Russia the pressure that she can | mement, and as soon as they had passed exercise for compelling Austria to give Tiger Island they had set their course, and the Czar carte blanche in the Balkan | the navigating officer, Sub.-Lieut. Clive, Peninsula and on the Bosphorus. But went aft to see that the vessel was put on it will not occur to any who considers her course. The Captain was standing on the matter calmly that Prince Bismarck | the starboard side of the top-gallant forewill be so much alarmed at a Franco- | castle, and soon after Lieut. Clive left he Russian alliance as to sacrifice the Austro- saw a white light about half a point on the | plomatic triumph.

#### SUPREME COURT. IN ADMIRALTY.

with Hon. H. G. Thomsett, Assessor.)

Wednesday, Jan. 5. Re COLLISION BETWEEN THE 'ESPOIR' AND 'NORDEN.'

The hearing of the action raised by Mr Norden, against Lieut. Horace Reid Adams, commander of H.M.S. Espoir, for damage done to the former vesseltinued to-day. A counter-action was raised, but the actions were consolidated. Mr Francis, instructed by Mr Wilson. suggest that small donations towards the from the office of Messrs Wotton and Deacon, appeared for the plaintiff; and the Acting Attorney General, instructed by Mr warded to the Secretary by those interested Johnson, of Messra Sharp, Johnson and Stokes, appeared for the defendant. James H. Jacobsen said-I am chief steward on board the Norden. I was on

board on 3rd November last. I remember the collision. At 6.30 I was forward, underneath the bridge. The galley is a little abaft the bridge I went forward because I heard a cry of 'port' from the bridge. I passed along the port alleyway. I saw on going forward a most-head light and a red light on our port side. I could see the lights between the shrouds and the foremast. When I saw the lights Licould also see the masts quite plainly. The Espoir struck us before the foremast. Before the collision I saw the starboard side of the Espoir, but not the green light. After I heard the first order 'port,' I heard the mate cry 'port'. When I first saw the white

about an English mile).

A LITTLE volume of great interest to his- was going backward and forward and had two boats on either side, I could see much Island nearning Hoy fort. I passed pier Broome. The remaining fifth, from London. It is, an far as print can be a to see if this was the case or not. About a within five minutes, we were abreast the steering by fand. I directed the Lieuter administration. facsimile of manuscript, identical with the minute elapsed between the time I first Tiger's Claw. I skirted past the island. nant to steep ha course so as to avoid the 37. Is it true that Sir George-Bowen, in the old Court hand of the Elizabethan front of me. I was in front of the bridge it is all removed now. When I got abreast I do not knthe exact time. I intended patches and Sir Frederick Napier Broome's period, and is preserved at the India Office. when I heard the whistle and the of the fort the navigating officer showed me to anchor a night so as to be able to despatches do not support this statement. Mr Henry Stevens, of Vermont, who order port, and the whistle almost at the marked upon it; and said That is N. by to prevent going on to eight o'clock, but 1882, the Secretary of State gave me in facsimile, with an introduction. The screw being put aft about half a minute be- W., one degree to the Northward. Mr to Towling I shaped a course, having which seemed to cause a little anxiety in publication was afterwards undertaken fore the collision. I had got forward when Ulive then said he would go aft and set the been up tot point going by the land. Downing Street. One of those despatches by his son, and the volume now ap- I heard the whistle. When I got forward pears with a preface by the son and an I stood about three minutes before the colintroduction by Sir George Birdwood. lision took place. We dine a little before white light a little on the starboard bow, where to sor. The steering apparatus that had ever come from Mauritius—pray-It was in the last year of the sixteenth six. The Captain was in his cabin when I about five miles off. I could see it with is on thupper deck, not on the last year of the sixteenth six. The Captain was in his cabin when I about five miles off. I could see it with is on thupper deck, not on the

Re-examined—I had got forward about Indies, and the first entry in this volume | two minutes before I heard the whistle and is a list of the names of those who subscrib- the order port, port, and it was after that

workmen busy equipping the little fleet of and I did not pay great attention. I would flag of the East India Company. So cager | Li Man said-I am an A.B. on board the were the Company to get the vessels away | Norden. I was on the look-out on the 3rd that in one case a barrel of ale a day was November from 6 to 8 o'clock in the even- the forecastle, were about a dozen men cross ove Tiger Island to shape a course granted so that the men might keep from the ling. I was stationed near the bow on the smoking. I gave no orders about keeping when tiver is clear. My Navigating Forsomeyears past, everything has seemale house. This fleet sailed round the Cape | port side. I was alone. About 6.30 I saw | the ship on her course, but kept my eye | Lieutenadvised-this and I followed his | ed to conspire to show, even the most blind, | Barmese kings, it must not be forgetten of Good Hope; but the great object of the a white light a little on the port side. I steadily on the lights of the other ship; to advice, might have taken my course how defective is our system of Government, English adventurers at that date was to cried to the chief mate 'A light on the port see that she kept on her course. When she from Wong Island, but it is advisable to and how it fails to protect the interests of discer a north-west passage to India. bow. The chief-mate said 'Aye, Aye Sir.' I was about two miles off, I said to some men take it fibe furthest up point. Mr Olive the Colony. The instances we have Uhina trade. They probably argue that the Henry VIII had granted letters patent to went back to the bows to look. I saw the who were standing quite close to me; went tofy the course, and it was while just quoted, and many others besides, risk of British competition in this trade John Cabot and his sons for the discovery red light about five minutes after I saw the Keep a good look-out on her red light, be- he was not that I perceived the white establish clearly that the Council of Governof this route, and the project was renewed | white light. The red light was less on the again and again, Martin Frobisher being portaids than the white light. I watched the seemed to be steering exactly apposite on a absent han five minutes. To bring the Colony, highly commended in 1576 for the great two lights. They came almost up and then parallel course. I thought she would pass vessel t course we had to port. At half hope he brought of a passage to Cathaia. they came against us. They were never Accordingly we read in the present volume on the starboard side. When the other how the East India Company, after sending | vessel came near us the people steered their first fleet by the Cape, fitted out au- wrong, starboarding and running on to us. other under Captain Waymouthe. There They were about three or four lengths disis a delightful quaintness in the Cap- tant when they starboarded. Our ship tain's sailing orders. He was to sayle changed her course. A little after half were half a mile off she was two points on as to her red light, and I did not ar itrariness, even when placed in the toward the Coast of Groynland into past six I heard the mate give the order to that part of the open seas which is port a little. This was before the other described in sundry generall mapps by vessel starboarded. The vessel was then we name of frotum Davies and to passe on put straight. After the other vessel had forward in those seas by ye north-west or steered wrongly I heard the order 'hard-aas he shall lynd the passage best to lead to- port.' The other years struck us a little wards the parts or kingdomes of Cataya or ahead of the foremast. When the vessels China or ye becketde of America. China struck I was standing at the bow. I never and ran down the ladder to the engine she coming up parallel she ought influential and orderly. has since been made the backside of saw the green light of the other years! America, but it has been by the ingenuity | She was never on our starboard side. The of the engineer and not the daring of the collision took place about six or seven ships

fleet by the Company wisely locked out for land on both sides. We helm starboard there was no danger of because up till a quarter of a mile she would having resuscitated some complaints in the not suffered, though competing on equal with wealth, made the Company wisely locked out for land on both sides. The land on both sides was no danger of because up till a quarter of a mile she would having resuscitated some complaints in the not suffered, though competing on equal with wealth, made the Company wisely locked out for land on both sides. with wenter, made the company wisers were far off from land on the port side. I collision, green light being to green. When open up but little and in the short space of Council, the opportunity has been seized to terms. In Bhamo the competition will not content with the route by 'ye Cape of Bona were far off from land on the port side. I collision, green light being to green. When open up but little and in the short space of Council, the opportunity has been seized to terms. In Bhamo the competition will not when the collision took place.

evenus which will bondon, and Prince o'clock, about seven ships' length from Tiger very short time. We graved along the Nor- ing the rule of the road and stirboarded to were entirely satisfied. Lobanoff, Ambassador at Vienna, to take Island. I saw a mast head light six or den. The Norden swept of, and went about a give her more room. In the short space of lowe of absence. In order that the departagement seven minutes before the collision. I saw quarter a mile off without stopping. I time I could not determine that she was followed by that of Count Shouvaloff, whistle sounded once, then stopped and engines, enquired what lamage had been the long book. Russian Ambassador at Berlin, it would sounded again once, which was an order to done to my slip, and steamed up to the Mr Francis—There is some obliteration that Germany should weigh in the most obeyed it. The chief officer and the pilot if he wanted any assistance. He answered: something written over it. that Germany should weight in the consequences helped me to put the helm hard a port. Please send a boat, I sent sub-Limit. Witness—The entries in the rough log not the same, but their interests are in a Chinese took passession of Bhamo, and serious manner all the consequences helped me to put the helm hard a port.

Cross-examined by Mr Francis-It would

be about two and a half minutes from the time of the collision until we anchored.

The Acting Attornoy General, in opening starboard bow. Lieut. Clive came forward and reported that the ship was set on her course and the Captain then pointed out the light and the Lieut. went aft to see

that the ship was kept on her course. The Captain then asked the gunner, who was there, to look at their own lights, and he found these were burning very brightly. The Captain will tell you that he never took his eyes off that white light. Very soon afterwards he saw the green light, and he then knew that all was right and he kept on his course. Seeing that the green light did not open so much as he thought it should do he starboarded his helm in order to give a wider berth to the approaching vessel. He had hardly done that when he saw the red light of the other steamer come suddenly into view. As soon as he saw that he gave the order immediately ' Harda port ; full speed astern.' Meanwhile the other ship came rushing on, and the collision took place. Your Lordship will see that the two stories are diametrically opposed to each other. The witnesses I shall call are the captain, the sub.-lieutenant and other witnesses who were on the forecastle at the time. Our contention is that we were perfectly right as soon as we saw green light to green light in keeping on, and not at all in fault in starboarding in order to give her a little more room, and that as soon as we saw her red light we took the only measures which we could: 'Hard-a-port immediately, and

His Lordship-Were you on your proper ide of the river? The Acting Attorney General-Yes: we were on the proper side of the river. The following evidence was then called.

full speed astern.'

Horaco Reid Adams said-I am now and on the 3rd November last I was going times up andwn to Canton, only once left all races and classes in amity and confrom Macao to Canton. At about six o'clock coming from cao. I had no previous ex- tentment." on that night I was on the starboard side perience of friver. I had no pilot on My worthy predecessor arrived soon as it got dusk. About six Sub.- were on dufrom six to eight o'clock. | comber 1880. He was not in the Colony in Cross-examined-I was standing by the Lieut Clive, Navigating Officer, and the We left Marat noon. Going up the any part of the years 1881, 1882 and 1883. galley when I first heard the order gumer also came up on the fore- Canton riverm always on deck with the During four-fifths of that time, the Colony Port. I went forward at once, as I castle. I went there to get a good Navigating utenant. I entered the was administered with great ability and thought we were too close to the land. I view. Our bridge being well aft and channel to teast of North Wang Tong unremitting labour, by Sir Frederick Nacry port, port, I heard the first the chart, with a lantern, with the course | reach Cantiext day. There was nothing | 38. When I was appointed in December century that 'the most mightie and magni- first heard the order 'port.' I only saw my naked eye. I pointed it out to the bridge belout six feet abaft of it. reason set forth in a report attached to the the Chinese traders of Bhamo would have ficent Empresse Elizabeth granted a charter | the Captain after the collision, but he might gunner; and then looked at it through my | There are no of communicating with the | Petition. night glasses. A short time afterwards I engine re from the bridge. There | 39. The principal allegations in that

> inspect our lights and see if they half a capugth from the shore. I went constitution of the Council disloyalty and treachery among them. The were burning brightly, and his answer, near to r Island to make certain of of Government is essentially defective. was : Burning beautifully.' I was my post and take my departure. I standing near the starboard light and know the of the road is to keep to the 'What we complain of, is the admiit was burning brightly. Abaft me, on right sid the river, but a vessel might i nistration of our local affairs.' cause if I see it I shall have to port.' She light aren the green light. He was ment does not give satisfaction to the about 100 yards off. When she was about a mile is Norden was two points on my There are laws that should be voted. half a mile off; I felt certain we would pass starbonow. From then till she was and which are neglected; others which are safely, and I sent a message to the engi- within rards she did not open out. As voted, and which are opposed to the wiews neer to burndown, as I intended to anohor, she did open out she must have been of the community. was taken up with the ship. When we angle, he was not doing this so much Despotic power unavoidably engenders trade of this province has expanded so our starboard bow, as nearly as I can judge. think has breaking the rule. I had no hands of the most just and liberal men : The ships continued to approach, and when knowl that she was a vessel crossing hence the frequent occasions we have had chant. The foreign trade is mainly in the and handredths. about 500 yards off I noticed she had not until showed her red light. The rule to complain of the Colonial Office towards hands of the Europeans, but the internal altered her bearing, coming on as expected is that are not to port till you see the us.1 I ordered starboard and repeated the order, three s. We were green light to green 40. Lieut. Governor Brooms descrit that with the Straits Settlements, is in the and suddenly I saw her red light. I or- light I starboarded. I never allowed bed the public meeting, at which this

content with the route by yo Uape of Dona | were lat on the port side just I saw the rod light I saw a collision was time it was impossible to observe this. begin an attack, upon the Council itself, be on even terms for many a long year to Esperansa. The volume ends here; but did not notice land on the port side just I saw the rod light I saw a collision was time it was impossible to observe this. begin an attack, upon the Council itself, be on even terms for many a long year to Esperansa. The volume ends nere; out did not hold the white light, but I saw it inevitable. Ton seconds after I got to the There was no danger, I thought, of colliding which seems to made responsible for come, as the Chinese have correspondents it will be seen that it contains enough to be before I saw the white light, but I saw it inevitable. There was no danger, I thought, of colliding which seems to made responsible for come, as the Chinese have correspondents. quarter dock the vessels struck, my jibboon | when I ordered the helm to be starboarded. | the errors committed in London. This in Western China, an advantage which Chan Shing Kwang said. I am quarter | howsprit striking the port bow of the Nor- I could not know then that the Espoir had letter is signed 'C. Antelme,' one of the their European rivals in Bhame are not master on board the Norden. On the 3rd den, at an angle of 30 degrees from forward. ported her belm. The Paris newspapers publish the follow. November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from 6 to 8 My bowsprit was broken off, and fell on November I was on watch from THE Paris newspapers publish the local in the bridge. The the starboard bow at half a mile distant must ition to the Queen did not imply universal. Another possible reason for Chinese distant must be be the starboard bow at half a mile distant must be being on the bridge. The the starboard bow at half a mile distant must be being the control of the Queen did not imply universal. Another possible reason for Chinese distant must be being the control of the Queen did not imply universal. telegram, dated St. reverseury. It was steering on the bridge cathood were torn off; the topmast stunsail open out as she advanced in a parallel contentment in Mauritius. Nor did Mr. loyalty and treachery may perhaps exist 23;—The Nove Vremya shows that the chief mate and the pilot were on the bridge cathood were torn off; the topmast stunsail open out as she advanced in a parallel contentment in Mauritius. Nor did Mr. loyalty and treachery may perhaps exist 25 :- The Move vremya shows that the course of the traders of Bhamo have diplomatic relations between France and with me. I could see ahead on both sides. boom on the port side wis broken and the course. Ought you not to have seen by the Antelme's assertions at that time, about the in some of the traders of Bhamo have diplomatic relations between granted and with me, I could see another the traders of Bhamo have diplomatic relations between granted and with me, I could see another the traders of Bhamo have diplomatic relations between granted and with me, I could see another the traders of Bhamo have diplomatic relations between granted and with me, I could see another the traders of Bhamo have diplomatic relations between granted and with me, I could see another traders of Bhamo have diplomatic relations between granted and the constant intervention of the Colonial Office, ing taken to other avocations than trade, at a Tho pilot and the chief officer gave me port cutter was slightly stove in. The last that she constant intervention of the Colonial Office, ing taken to other avocations than trade, at a Tho pilot and the chief officer gave me port cutter was slightly stove in. time when there may any day occur orders together. A collision took place Norden passed astern at what seemed to be was a vessel crossing? time which will oblige M. de Staal, near Tiger Island, a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed. We were in collision a little after half past six a terrific speed.

serious manner an the consequences neighbor the difficulty in the first ported and steadied Clive in the gig. I stemed ahead of the are made by the quarter-master, but on this flagrant state of antagonism. In another Theebaw's army had great difficulty in which the atrival of all the return of Ma till I got the order to port hard only a Norden on the starboar side, crossed her occasion they were made by me Perhaps petition, signed by Mr Anteline against re- wresting the town back from them. It is bows, stopped the engines and drifted up the quarter-master had made the entries in form, and transmitted at the same date very unlikely that this small band of China-Cross-examined.—The vessel paid off a with the tide. I then turned round and pencil and I had rubbed them out and the class prejudice and passions of the men came from China itself. They were has certainly provou summer and provous summer and desire to preserve the reportant occasions like this signed by him in July 1882, he said:— Shans, and others, half dacoits, half remany, but Prince Bismarck should under and a good deal when the helm was put The boat came back. Indisted the beat ca Georg Knudsen said—I am chief engineer cleared away the wree, and cleared the why there is half obliterated marks under of races between which there exists no bend trade was thoroughly prosperous all these of the Norden. I was on duty in the engine cable, my port anchof being disabled by my writing. The initials on the margin of nationality, religion, and patriotism. And men would find ample employment as boatroom on the 3rd November at three quarters the cathead being torrest to caravans. non Empire. The log as it is written now was before the that time full races and classes had been. In hard times they would be driven to past six. I have no printed log. I only little as possible after the boat came back. The log as it is written now was before the that time full races and classes had been. In hard times they would be driven to correspondent at Paris says :- If the Nowe keep a note of the coals. I felt the colli- I was prevented by the men being in the Naval Court of Enquiry. I did not see the left in amity and contentment.' anchored. I remaind at anchor until I does not keep time regularly. Thave to re- year of administration in Mauritius, he Of course we have no proof of this. It is

> end of the fort on Tier Island. At this stage the Cart adjourned for an

On reassembling itness denosed-The course I wassteeing bore the collision would have taken meto the ght of the centre of the channel. The Nordehppeared to be cutting the corner coming stight down. The river takes a bend. She wild have passed on our starboard at the tie she ported. The channel is nearly a lile wide and at high water to a vessel draing 13 or 14 feet the course would be wir. The Norden was never on my port by. "If she had been on my port bow shoing a red light I would have kept steady of If the Norden had been where she is wked I certainly would not have starboarde They give the spot of the collision at le place where I first sighted the Norder I sighted the vessel after I had set it course. Between 10 minutes and a queer of an hour elapsed from the time Ist my course till the collision took pee. My speed was then eight kno over the ground. If the collision Katakon place where the Norden indicates Jould not have steamed round the vessel' would have been afraid of the Bate rock. the collision took place nowhere within mile of Tigor Island. If I had starboard my helm at the place they say I wouldave gone on the Bate rock. The Tiger Claw and the open of the Fort leads us clear Bate rock. Whon I steamed roundie Norden I could see Tiger Island, but certainly was not within a mile of who I was. The collision did not take ple anywhere to the south of the Bate roc' On my starboard side was low flat lai Some of our Canton convenience in wighting. At the time of the collisic our way was greatly taken off. I had struck the Norden at an angle of 45r 50 of as said by the Norden, my bowould heen swept round, damaged, seel the Norden was going the Norden bet the collision. I thought | Sir John which led to his suspension. the channel beiwide. When the collision took place I'th I was heading my course. I say that bece I starboarded and had a

till they portend showed their red light.

and hoisted position ligits, while my men of writing up the rough log. I cannot explain | Our population is divided into a multitude tainers of the traders in Bhamo. When the unchor and cable ere reported clear I quarter-master told mo. 'The ship's clock content. During Sir George Bowen's last, for them to hold it so long as they did. p.m. next day. The avigating officer took | gulate it nearly every morning | There might | thus wrote in despatch No. 45 of 1880 :-- | mere supposition and inference; but if the Mr Francis-That is the case for the bearings of where we ere anchored. Next be 10 minutes difference between the enday we were anchorer off Towling Island, gine clock and the ship's clock. I made an the maintenance of a different system hit demoralised and lawless during the general We were more than to miles off the North alteration in the rough log, changing 6:20 to herte has produced much discontent, not to anarchy of Theebaw's reign ; and if, in addi-6.28 to make sense, as otherwise it would say disaffection in this community. have appeared that we starboarded when I we first saw the light. I made no altera- another despatch, No 431 of 1879, that any | European competition in the Western China tion before the Court of Inquiry, as I took | volunteers in Mauritius should be 'princip- | trade; these two causes combined would care to see none of the books before that | ally if not entirely of European birth or | amply account for the events which have I had a passenger. Mr Ferguson, on board. descent, would have excluded some of the taken place recently in Bhamo. On any He was not on the forecastle with me at | memorialists who now quote him. That he other supposition, it is difficult to see why the time. I remember the Honam passing | would allow no men of colour in the volun- one should have to encounter disloyalty and me at 7.30. We were drifting at that time. | teers, -no men of African descent-indi- | treachery, from a number of foreign traders,

> and coming from Canton. Re-examined -Before I made the entry I the 'general discontent now prevailing in in the log book I do not think I this Colony. rubbed out anything, but I might have. told the quarter-master to bring me the log and I would write it up. I wrote it all up at eight o'clock, the inity' were dwelt upon by the Reform party only alteration being 6.28 instead of 6.20. showed her green light I supposed that she | immediately on my arrival and they were was coming along a parallel course. I was stated in my presence in the Council Chamnot to suppose that she was breaking the ber. regulations. After I starboarded I saw her red light and the Norden was then four points on my starboard bow. I then went hard sport and full speed astern. When I first saw her she was only one half point on the starboard bow. She had opened up till at half a mile she was two points on the starboard bow. has been offered to the British troops in As long as she showed her green light I Upper Burmah by Chinese. A corresponwas not allowed to port and I could starpoard. If I had put the helm hard a stern

The Court adjourned till to-morrow.

she would have ran right into me. I saw

river charts have aces marked on them for SIR JOHN POPE HENNESSY AND

SIR GEORGE BOWEN. The following passage is taken from Sir John Pope Hennessy's despatch to the Se- the garrison. They seemed desperate. cretary of State in reply to the memorial of and my vessel ald have been much more the minority of the Legislative Council at a great speel I heard no whistle from | Mauritius complaining of certain acts of | retreat when they found they were alone. she would passeon light to green light, is amusing to find our two former Governors rounding on each other :-

36. The memorialists place me in a posiswing on and in went hard a port with | tion of some delicacy in quoting against me the engines gd astern. The ship turned | the following statement made by Governor so quickly it wilmost impossible to judge. Sir George Bowen, when lecturing on Im-Up to the timestarboarded the people on | perial Federation, at the Colonial Institute. the Norden co not have seen me on her | in June last :- 'I was Governor of Mauriport bow. The could not have seen that tius (1879-83) in which beautiful island, as | cut about the arms, head and legs, as if he' (Taken at Messrs Falconer & Co.'s Premises. in Canada. English is bleuded with French Cross-exand-I have commanded the colonisation, and where there were in command of H. M.'s ship Espoir, Espoir nine of the I have been four many embarrasing questions, but I

quarter of a Danish mile distant (that is of the forecastle, forward. I went there as | board. Sufertenant Clive and I | Mauritius in April 1879 and left it in Decion fell. The worst of it is that, from all torical students has just been published in nothing particular to do, so I went forward better from forward. At about six o'clock, to the east Duff rock. We were then lat. June 1883, was the teginning of my on the Chinese quarter had been paid.

first volume of the Court Minutes of the heard the order 'port' till the collision I did that because the navigating officer Duff rock. e were at Tiger's Claw who had to conted with 'many embarassing the wounded man is to be sent down to East India Company. This manuscript took place. I saw both the red and white asked me to do so in order to get a good roughly ab six o'clock. It was after questions' left me a logacy of universal Mandalay for trial. I must say I do not consists of 120 leaves foolscap folio, written lights at once. Hausen was a little in departure. There used to be a fort there; sunset while passed the Anung Hoi, amity and contentment? His own dest see why the Chinese should attack us. the Gazette says : conceived the idea of publishing it in same minute. I heard the motion of the W. way to be way that is, true, N. by W. I was tire of go from the Tiger's Claw London some printed despatches to read in Bhame should be in any way hostile to British rule there. They are almost all traders, and the annexation of Upper Bur-

ship on her course. There was nothing in sight I might b gone on to the Calcutta had transmitted a Petition to the Queenthen. While Mr Clive was aft, I saw a shoals. I not quite made up my mind the most influential petition, it was said. to trade, especially in the shape of exhad no respect for the kings of Burma. hut

saw a green light under the white light. is no dircommunication between the port, dated 7th July 1882, were as follows: rather looked down on them as mere savage Then Mr Clive came forward and reported forecastle the bridge. The gunner was | 'The system of Government now in force | potentates; they had everything to gain by that the ship was on her course, N. by W. with me so time; he was seeing about in Mauritius. ..... W. by compass. I pointed out the lights | the anche I did not leave the forecastle | is on longer in keeping with the circum- and they must know perfectly well that to him, and he looked at them through after fivelock. I skirted Tiger Island stances and the aspirations of the Colony. his glasses. I ordered the gunner to from they to the Fort, We were about nor, with its material, moral and intellectual

> confirms the earlier telegram on this point, vernment as that of the Indian Vicercy to

is a pity that a few of them do not come to Lower Borma expressly to make themselves acquainted with the position of the Chinese here. They would then see that any fears. they may entertain on this head are quite groundless. Under British rule the

enormously, that t ere is ample scope for

dered; 'Hard-a-port, full speed astern,' that to be a crossing steamer. If petition was adopted, as being ' numerous, room hatch. By the time I got there the to harned out more, but I had no know- 41. In another despatch, the Lieut- themselves quite capable of holding their

engines were going natern, just beginning. ledge she was crossing till I saw the Governor forwarded a copy of a letter that own; and the thoroughly prosperous condi-From the moment I say the red light to red I and then there was only two had been addressed to the few Mauritians tion of the Chinese in Rangoon and in all hobed clouds, of drizzling rais, flogthe time I saw the engines going estern secon port. The difference between of positi mytho opposed the demand of his the towns of Lower Burmu, ought to him to hear lightning operant, up payof the time I saw the engines going estern second port. The difference between of position who opposed the demand of his convince may one that their compatricts of equally, regime, and another, the writer said:

| near the frontiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers of China have nothing | near the first contiers | near the first contier

helm; there was no time; she had just would be impossible. The constant intervention of the Coloni. whatever to four from European rivalry in 1 7, then, in inches and had

present memorialists.

and the broken committed in London, in- during the general anarchy of Theebaw's

then existed, the Lieutenant-Governor, in of depression which they must have gone

I hoisted the position lights when I saw cated some distrust on his part.

departure, Sir George Bowen alluded to abilities and energy,

47. Some of the causes to which Sir George Bowen attributed the 'discontent, net do to say disaffection, in this commuin the meetings and reports before my By the Assessor—As long as the Norden | arrival, they were brought to my notice

> CHINESE OPPOSITION TO THE BRITISH IN UPPER BURMA.

The latest Rangoon Gazettes received contain an account of some opposition which dent writing to the Gazette from Bhamo, On Londonwhere he arrived on the 26th November, says:-I found business amongst the Chinathe red light about 30 seconds before the men completely at a standstill, every single shop in their bazaar being closed. A few days before, the stockade had been entered on the North side by Chinamen, who set fire to a barrack, got right through all our guns and killed three men. It is said that, had they known how to follow up their attack, they might almost have annihilated Their loss was three men. It is thought that they expected co-operation from some quarter, which accounts for their hasty The military had apparently been most careless, and never dreamed of any rising, -one or two men going out shooting,

and so on, quite securely. The same night on which the attack was made on the stockade, a European sergeant who was spending the night, without leave. in the Bazzar, was killed. His death was traced to the Chinese quarter: and later on his body was found in the river, fearfully had defended himself as long as possible

with his fists. The morting after the attack the Chinese Bazaar was surrounded and searched one man with a fresh bullet wound being found, in and, I think, eight others on whom suspimixed up in the affair, and the suspected men were found in his house. Chinamen will never tell on one another, so the headman was taken into custody, and only released last night, after a fine of Rs. 3.000 business was going on as usual. I believe

It is very difficult to see why the Chinese

ma removed numerous vexations hindrances

actions, authorised and otherwise, by the

the substitution of British for Burmese rule ?

they can expect no gain from disloyalty.

Yet it is clear that there is a good deal of

letter which we published vesterday amply

Although the Chinese merchants of

Bhame, however, may prefer such a go-

the primitive and crude methods of the

je dousy of any British rivalry in the Western

than counterbalances the advantage of

British rule. If this is what they fear, it

both the Celestial and the European mor-

trade of the providee and a great part of

hands of the enterprising Chinese firms.

European competition, they have shown

Commenting on the above information

Barometer 30.04 Temperature . . . . 64 Humidity . . . . 64 Direction of Wind . NNW Weather Hongkong Observatory, January 5, 1887.

CHINA COAST METEOROLOGICAT REGISTER.

Januaby 4.—at 4 p.m.

	tarometer rectors to sea level	Temperature				1	1.三五
Station.			Hamidity.	Direction,	Force,	Weather.	Rain durin previous 24 hz
Manila	29.90	82	73	WNW	1	0	
Haiphong.	29.49	3		ľ	<u> </u>	b	_
Hongkong		_	81		4	0	
Amoy			1	LNE	9	C	
Fouchase		·				,	
Shanghai	30.28	40	87	NE	4	odf	
Nagasaki	30.26			N	3		
Wi'ostock.	30.07				2	h	
Wi'ostock. 30.07 5 - NNE 2 5 - JANUARY 5 AT 10 A.M.							
Manila						<b>.</b>	l '
Haiphony.	l — i						
Hongkong	30.14	62	81	Ł	2	o	
Amoy	30.17	<b>5</b> 8	88	8	2	~c	
170	7 . 4	· ' · •	- 1			15 5 6 1	
Shanghai	30.22	40	91	N	2	odf	
Nagasaki,	30.22	]		ENE	2		<u></u>
Nagasaki. Wi'ostock.	30.08	13	80	E	1	b	
The barometer is still falling and gradi-							
ents for N.E. winds have decressed. The							
temperature is moderate, the humidity							
rather high and the weather overcast.							
W. Doberok,							
Commence Astronome							

Hongkong Observatory, January 5.

1. Baromerna, reduced to 82 degrees Fahren. neit, and to the level of the sea in inches, tenths 2. TEMPERATURE, in the shade in degrees, 3. Houtprry, to percertage of saturation, the

humidity of air sate rated with moisture being So far from the Chinese having suffered by 100. 4. Denstrion of Wind, to two points. 5. Form or Wind, according to Resufort

6. STATE OF WEATHER. & blue sky, o de-

A sucur difficulty has arisen out of the floot by the Cape shortly afterwards, laden out for land on both sides but certainly I got a good swing on. Althou to determine that the vessel was crossing at Office, in the management of our affairs, trade. Their follow-countrymen here have likely to possess during the life-time of the

Burmese officials were in partnership with 43. As regards the bonds of amity that the decoits. It is possible that in the years which, referring to the main classes in the courses. Among them there were men i descrity, and they probably constituted the

. As Sir Penrose Julyan has pointed out, trading classes of Bhamo have thus become tion to this, there is,—as we know there 45. Sir George Bowen's suggestion in is,-an old and deeply rooted dread of who can have no patriotic attachment to the her. I have gone on the salt flats and once | 46. Referring to another complaint of | rule which has been overthrown; and who on the barrier to avoid a junk. I have the Mauritians, in his despatch No. 232 are certain to profit more than any else by not gone several times on the sand going of 1880, written a few months before his the free scope new offered to their trading

Quotations Hongkong, January 5. OPIUM-New Patna, cash, ... 5121 ,, cash,,.. — New Benares, cash, .. 4921 cash.... — New Malwa, cash,.... 500 Allowance, Taels..... 32/40 Old Malwa, cash,..... 520/540 Allowance, Taels..... 58/72 Persian, Oily, cash ... 370/420 Allowance, Taels ..... 16/32 Persian, Paper tied... 400/485 Allowance, Taels ..... 48 Exchange. Hongkong, January 5. On domand, ... ...

30 days' sight, 4 months' sight, ... Credita 4 Documentary, 4 months' sight, 3/44 On Paris— On demand. ... Credits, 4 months' sight, ... 4.29. On New York— On demand, .... 81

Credits, 60 days' sight, Un Bombay-On demand, .... 2241 On Shanghai—

Gold Loaf, 100 fine ... ... Sovereigns, ... Temperature. Queen's Road.)

On domand....

I P. M. . . . PHERMOMETER—9 A.M.... 1 P.M.... 4 P. M. ... (Wet bulb) 9 A.M. • 60 Do. 1 P.M. 4 P.M. Maximum

METEOROLOGICAL REGISTER, AT 4 P.M. TO-DAY.

Do. Minimum over night '68

#### SHIPPING IN CHINA, JAPAN, Merchant Vessels in Mongkong Marbour. flongkong Rates of Postage. dence, but it is prepared to make good the AND PHILIPPINES WATERS. For Sale. passing through the Post, to the extent of Exclusive of late Arrivals and Departures reported to-day. In the following Statements and Tables \$10, in certain cases, provided:— he Rates are given in cents, and are, for 1. That the sender duly observed all the WHAMPOA. the Rates are given in cents, and are, for NOW READY. Letters per half ounce, for Books and conditions of Registration required. Flag & Rig. 2. That the letter was securely enclosed THE REVENUE OF CHINA. To facilitat: finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Newspapers over four ounces in weight in a reasonably strong envelope. Patterns, per two ources. str. Shanghai are charged as double, troble, &c., as the | 3. That application was made to the SERIES OF ARTICLES, str. Hongkong Green Island. Vessels near the Hongkong shore are marked his near the Kowloong shore k., and those in the body of the case may be, but such papers or packets of Postmaster General of Hongkong immedi-Mectuo str. Shanghai papers may be sent at Book Rate. Two ately the loss was discovered, the envelope Peking Reprinted from 'The China Mail.' Newspapers must not be folded together as being invariably forwarded with such appli-Soochow Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. WITH AN APPENDIX. Taiwan one, nor must anything whatever be inserted cation unless it also is lost. THIS PAMPHLET is Now Ready, 4. That the Postmaster General is satisexcept bona fide Supplements. Printed matter may, however, he enclosed, if the fied that the loss occurred whilst the corres-7. From Naval Yard to Blue Buildings and may be had at the 1. From Green Islan I to the Gas Works. whole be paid at Book Rate. Prices Cur- pondence was in the custody of the British 8. From Blue Buildings to East Point. OFFICE OF THIS PAPER, 2. From Gas Works to Jardine's Wharf rent may be paid either as Newspapers or Postal administration in/China, that it, was In port on December 30, 1886. 9. From Kellett's Island to North Point. Messes. Lane, Chawford & Co.'s, 3. From Jardim's Wharf to the Harbour Master's Office. not caused by any fault on the part of the Messra Kelly & Walsh's, 10. Kowloon Wharves. 4. From Harbole Muster's to the P. and O. Co.'s Office. MERCHANT STRAMERS. Commercial Papers signify such papers sender, by destruction by fire, or shipwreck, 11. Jardine's Wharf. And Mr. W. BREWER'S. 5. From P. and O. Co.'s Office to Peldar's Wharf. British Anchises as, though Written by Hand, do not hear | nor by the dishonesty or negligence of any 6. From Pedda's Wharf to the Naval Yard. British person not in the employment of the MERCHANT SAILING VESSELS. the character of an actual or personal corre-Hongkong Post Office. NOW PUBLISHED. spondence, such as invoices, deeds, copied 5. No compensation can be paid for mere Flag and Rig. Tons. Remarks. Anna Dorothea Ger. bge. Destination. Consignees or Agents. music, &c. The charge on them is the same damage to fragile articles such as portraits, Captain. . Vessel's Name. Brit, bqe. DUDDHISM: ITS HISTORICAL as for books, but, whatever the weight of watches, handsomely bound books, &c. Ger. sch. D THEORETICAL AND POPULAR Carl Bohn a packet containing any partially written which reach their destination, although in Brit. bqe. paper, it will not be charged less than 5 Charley ASPECTS. a broken or deteriorated condition. Chateaubriand Brit. bqe. Gor. bqe. Steamers The sender of a Registered Article for ERNEST J. EITEL, Ph.D., Tubing. Missent or Delayed Correspondence. Faugh Balaugh Gr. 3m. so. When correspondence has been missent Bengloe ....... 5 c Farquhar ..... Brit. str. 1198 Jan. a Union Country may accompany it with a Ger. bue. THIRD EDITION Galveston Return Receipt on paying an extra fee of Ger. boe. Guaymas-REVISED, WITH ADDITIONS. Br. 3m. sc. L'Avvenire Ger. Yokchama Oscar Mooyer Ger. bqe. LANE, CRAWFORD & Co. Ger. Sibirien 1398 to 8 ounces, and must not exceed these Hongkong, August 20, 1884. 1030 Dec. 29 Arnhold, Karberg & Co. General. This should be acted on the first | Cicero ......... 8 h George ....... Brit. str. dimensions: 8 inches by 4 inches by 2 5 Siemssen & Co. 674 Jan. FOOCHOW. NOW-ON SALE. 13 Arnhold, Karberg & Co. In port on December 25, 1886. CHINESE DICTIONARY Countries of the Postal Union. K'loon Dock 29 Run Ho Hong Dafila ..... Brit. Swatow & Bangkok MERCHANT STEAMERS. The Union may be taken to comprise all gives more trouble in the end. Amoy & Manila OANTONESE DIALECT, civilised countries except the Australasian To-morrow Denbighshire British London, &c str. Chefoo 6 Siemssen & Co. Sin Nanzing British and Capa Colonies. K'loon Dock Chair, Jinricksha, and Boat \*\*\*\*\*\*\*\*\*\*\*\*\*\* DR. E. J EITEL Gilsland ...... Robinson ..... Brit. MERCHANT SAILING VESSELS. To-morrow 5 Douglas Steamship Co. Swatow Halloong ...... 6 h Roach ...... Brit. Postage to Union Countries. CROWN OCTAVO, PP. 1018. 4 Wieler & Co. Independent ....... 2 h Hasonwinkel ... Ger. Brit, bqe. Batavia Bombay v. S'apore General Rates, by any route :--3 P. & O. S. N. Co. 1515 Jan. Brit. Coriolanus LEGALISEO TABLES OF PARES, FOR CHAIRS 10 cents per 2 cz. 3 Gibb. Livingston & Co. Honekone, 1877-1883. str. 1060 Jan. Killarney .......... 4 c O'Neill ....... Brit. Ger. bge. Letters. Johanna CRAIR BEARENS, AND BOATS, 3 cents each. Marcia ...... 3 c McIntosh ..... Brit. 1060 Jan. Post Cards, Amer. sh. str. 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